

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

Claims 1-8. (Canceled).

9. (Previously Presented) A decentralized electrical braking system, comprising:

at least four sensors for sensing an actuation of a brake actuating device;

at least four wheel-braking modules, each wheel-braking module being assigned to a corresponding vehicle wheel and acquiring sensor data and controlling braking of the corresponding vehicle wheel;

at least one first communication device connecting all four wheel-braking modules to one another for exchange of data;

an electrical connecting device for connecting each sensor to at least one wheel-braking module; and

at least one of a second communication device and a third communication device for facilitating at least one of receiving and exchanging data between at least two wheel-braking modules associated with opposite lateral sides of the vehicle, wherein the first, second and third communication devices are discrete and are not directly connected to each other,

wherein the second communication device connects only a front wheel-braking module of a first lateral side of the vehicle to only a rear wheel-braking module of a second lateral side of the vehicle, and the third communication device connects only a front wheel-braking module of the second lateral side of the vehicle to only a rear wheel-braking module of the first lateral side of the vehicle.

10. (Currently Amended) A decentralized electrical braking system, comprising:

at least four sensors for sensing an actuation of a brake actuating device;

at least four wheel-braking modules, each wheel-braking module being assigned to a corresponding vehicle wheel and acquiring sensor data and controlling braking of the corresponding vehicle wheel;

at least one first communication device connecting all four wheel-braking modules to one another for exchange of data;

an electrical connecting device for connecting each sensor to at least one wheel-braking module; and

at least one of a second communication device and a third communication device for facilitating at least one of receiving and exchanging data between at least two wheel-braking modules associated with opposite lateral sides of the vehicle, wherein the first, second and third communication devices are discrete,

wherein the at least one of the second communication device and the third communication device is configured identically with respect to connections to the at least four wheel-braking modules as the first communication device, and each sensor is directly connected by electrical lines to only two wheel-braking modules associated with opposite lateral sides of the vehicle, on the same axle.

Claim 11. (Canceled).

12. (Previously Presented) The braking system as recited in Claim 10, wherein two sensors are connected to each wheel-braking module.

13. (Previously Presented) The braking system as recited in Claim 9, wherein the first, second and third communication devices are serial bus systems.

14. (Previously Presented) The braking system as recited in Claim 9, wherein sensor data of the sensors are exchanged via the first, second and third communication devices.

15. (Previously Presented) The braking system as recited in Claim 9, wherein each wheel-braking module has a device for determining an actuation strength of the brake actuating device.

16. (Previously Presented) The braking system as recited in Claim 9, wherein the braking system is a passenger vehicle braking system having four brakes for four wheels.